

## 9825 - 94 Avenue and 9394 - 98A Street NW

### Position of Administration: Support



## Summary

Charter Bylaw 20646 proposes a rezoning from the (RF2) Low Density Infill Zone to the (RA7) Low Rise Apartment Zone to allow for a low-rise residential building with limited ground level commercial opportunities.

Bylaw 20645 proposes an amendment to the Strathcona Area Redevelopment Plan to facilitate the proposed rezoning.

Public engagement for this application included a mailed notice, site signage and information on the City's webpage. Twelve people were heard from, with eight expressing opposition. Most concerns were related to the inability of the site to support a sufficient number of parking spaces and traffic safety impacts from increased density.

Administration supports this application because it:

- Increases density along an arterial roadway with quick access to both downtown and Whyte Avenue.
- Allows additional people to live within walking distance of mass transit and Edmonton’s river valley.
- It is a corner site and across from open space, which reduces the impacts to neighbouring properties.

## Application Details

This application was submitted by Situate on behalf of Gary Leung.

## Rezoning

The proposed (RA7) Low Rise Apartment Zone would allow development with the following key characteristics:

- Low-rise multi-unit housing with limited ground floor commercial opportunities.
- Maximum height of 16.0 metres (approximately four storeys).
- Maximum floor area ratio between 2.3 - 2.5.

## Plan Amendment

To facilitate the proposed rezoning, an amendment to the Strathcona Area Redevelopment Plan is proposed. The amendment would change one map, update two figures and one policy to allow for a four storey building.

## Site and Surrounding Area

	Existing Zoning	Current Development
<b>Subject Site</b>	(RF2) Low Density Infill Zone	Single Detached Housing
<b>North</b>	(A) Metropolitan Recreation Zone	Public Park
<b>East</b>	(A) Metropolitan Recreation Zone	Public Park
<b>South</b>	(RF2) Low Density Infill Zone	Single Detached Housing
<b>West</b>	Scona Road (A) Metropolitan Recreation Zone	Arterial Roadway Community Recreation Services



*View of access road looking north from 98A Street (September 2023)*



*View of the site's eastern property line as viewed from 98A Street (September 2023)*



*View of the site's northern property line as viewed from the intersection of 98A Street and 94 Avenue (September 2023)*

## **Community Insights**

This application was brought forward to the public using a basic approach. This approach was selected because the application proposed a rezoning to a standard zone of the same category in the Zoning Bylaw. The basic approach included:

### **Mailed Notice, February 17, 2023**

- Notification radius: 65 metres
- Recipients: 28
- Responses: 12
  - In opposition: 8
  - Mixed/Questions only: 4

### **Site Signage, April 04, 2023**

- Two rezoning information signs were placed on the property facing 94 Avenue, 98A Street and Scona Road.

### **Webpage**

- [edmonton.ca/rezoningapplications](https://edmonton.ca/rezoningapplications).

## Notified Community Organizations

- Strathcona Centre Community League.
- Central Area Community Council.

## Common comments heard:

- The site will not be able to support a sufficient number of parking spaces (5)
- The surrounding streets are unable to handle additional traffic, which will create safety issues (4)
- The existing site access cannot accommodate a building of this scale (3)
- A four storey building and multi-unit housing would be out of place in this area (3)
- Rezoning will reduce property values (2)

## Application Analysis



Site analysis context

## The City Plan

The City Plan provides high level policy direction for Edmonton's long term growth and contains Big City Moves; bold and transformative priorities intended to create new opportunities for

Edmontonians. One Big City Move is having A Rebuildable City where 50% of new homes are built at infill locations and 600,000 new residents are welcomed into redeveloping areas. This application would align with the objectives of The City Plan to support ongoing residential infill at a variety of scales within all communities to enable their ongoing evolution and facilitate more income-diverse neighbourhoods with a greater mix of land uses.

## **Area Redevelopment Plan**

This site is located within the Low Density Residential sub area of the Strathcona Area Redevelopment Plan (ARP), where development is limited to single detached and semi-detached housing. Since the ARP was adopted in 1998, the city has shifted towards more inclusive land use planning, as reflected in The City Plan. Amending the ARP enables a greater variety of housing types, allowing Edmontonians with different accommodation needs to live in the neighbourhood.

## **Impact of Zoning Bylaw Renewal**

At the time of writing of this report, the draft Zoning Bylaw 20001 is set for consideration at a City Council Public Hearing on October 16, 2023 as part of the Zoning Bylaw Renewal Initiative. As a result, this report includes two outcomes contingent on whether Zoning Bylaw 20001 is approved. If Zoning Bylaw 20001 is approved in October, the proposed RA7 zone will become the RM Zone, with a 16 metre height modifier, effective January 1, 2024, and both zones are under consideration at this time. If Zoning Bylaw 20001 is refused, only the proposed RA7 zone is under consideration at this time.

## **Land Use Compatibility**

The proposed RA7 Zone allows for a 16.0 metre tall building (approximately four storeys), with limited opportunities for compatible commercial uses at ground level, such as child care services, specialty food services, and general retail stores.

The site is bordered by roadways on three sides, including Scona Road to the west, a busy arterial road providing connectivity to Whyte Avenue and downtown. The neighbouring properties along 98A Street are zoned (RF2) Low Density Infill Zone and developed as small-scale housing. The primary impact will be felt by the single detached house to the south, which currently shares access by way of a front alley. Massing, setback and privacy regulations within the RA7 Zone, combined with the properties' location on the north end of the block, will work to reduce these impacts.

The site enjoys quick access to mass transit along Scona Road and is within walking distance to both Nellie McClung and Mill Creek Ravine Parks, with the former containing trails leading to the future Muttart LRT Stop. The RA7 Zone, by allowing for additional density, will enable more people to live close to these amenities. As a corner site, at the edge of the neighbourhood, and

located along an arterial roadway with quick access to transit and park space, the site is seen as an appropriate location for increased density.

	<b>RF2 Current</b>	<b>RA7 Proposed</b>	<b>RM Proposed ZBR Equivalent</b>
<b>Typical Uses</b>	Single Detached Housing, Semi-detached Housing and Duplex Housing	Multi-unit Housing	Multi-unit Housing
<b>Maximum Height</b>	8.9 m	16.0 m	16.0 m
<b>Front Setback Range</b>	7.8 m - 14.0 m	6.0 m	3.0 m
<b>Interior Side Setback Range</b>	1.2 - 4.2 m <sup>1</sup>	3.0 m	3.0 m
<b>Flanking Side Setback Range</b>	2.9 - 4.5 m <sup>2</sup>	3.0 m	3.0 m
<b>Minimum Rear Setback</b>	15.6 m	7.5 m	3.0 m
<b>Maximum Site Coverage/Floor Area Ratio</b>	40 - 42%	2.3 - 2.5	2.3 - 3.0
<b>Maximum Number of Principal Dwellings</b>	4 dwelling maximum <sup>3</sup>	5 dwelling minimum	7 dwelling minimum

<sup>1</sup> Minimum setback assumes lots are developed separately while maximum assumes lots are consolidated.

<sup>2</sup> Setbacks assume that 9825 - 94 Avenue is developed separately.

<sup>3</sup> Each principal dwelling could have a secondary suite and/or garden suite. Dwelling count assumes lots are developed separately.

## Mobility

Administration reviewed a Transportation Impact Assessment (TIA) in support of the application. The TIA primarily investigated the feasibility of vehicle and waste servicing access for the future development as there are significant topography and access challenges. The TIA concluded that direct vehicular access to either 94 Avenue NW or 98A Street NW is viable with proper mitigation (see Figure 1 below), and that existing access to the lane off of 98A Street is not recommended.



Figure 1



## Potential 98A Street Access

Approximate Location



Figure 2

## Potential 94 Avenue Access

Approximate Location



Figure 3

### 98A Street Access

Access could be taken from 98A Street (see Figure 2). There is a significant grade difference between 98A Street NW and the site. Constructing an access here will require the removal of many trees within the public right-of-way, as well as the construction of significant retaining walls for slope stability.

### 94 Avenue Access

Access could be taken from 94 Avenue NW (see Figure 3), however, this is closer to Scona Road NW than typically permitted by the Access Management Guidelines. The flatter slope and fewer affected trees are a reasonable compromise compared to the challenges with access to 98A Street NW. Administration has recommended that this access option be further investigated at the development permit stage.

On-site waste servicing will be a challenge at this site. Alternate configurations for waste servicing access that utilize public right-of-way along either 94 Avenue NW or 98A Street NW will need to be reviewed and approved by the City at the development permit stage upon submission of detailed site plans.

The applicant is aware of the challenges and risks associated with either access option and the waste-servicing.

There is currently no sidewalk along the south side of 94 Avenue NW or the west side of 98A Street NW. Sidewalk construction will be required to connect the main building entrances to the public sidewalk network along Scona Road NW. The design would be finalized at the development permit stage.

ETS operates frequent and local bus routes adjacent to the rezoning site on Scona Road. The site is less than 100 m walking distance to bus stops near the intersection of 94 Avenue and Scona Road.

A mass transit bus route is anticipated to operate on Scona Road as part of the future mass transit network associated with the 1.25 million population scenario of The City Plan.

## **Open Space**

Open Space reviewed the development proposal, and its proximity to Mill Creek, in conjunction with the geotechnical and forestry reviews. The design of the proposed building will be further reviewed at later development stages to reduce the ecological impacts of proposed lighting on the creek.

## **Geotechnical**

The subject site is located near the top-of-bank for the Mill Creek Ravine. A geotechnical report by Shelby Engineering was submitted with this application to address the geotechnical and slope stability required for the development of this site. Modest vegetation removal along 98A Street could also be permitted at the discretion of the Geotechnical Engineer of Record.

Prior to redevelopment, a Top-of-Bank Restrictive Covenant shall be registered on the title of this property, in which the construction or installation of specific water features will be restricted and other development restrictions will be required. These restrictions must be strictly adhered to in the development and use of this site.

The applicant will be required to assess geotechnical risks through the ongoing involvement of a Geotechnical Engineer of Record with confirmation at the development permit stage.

## **Urban Forestry**

There are City of Edmonton-owned trees on three sides of the subject property. It is the responsibility of the applicant to confirm their property lines and identify any trees that are in City of Edmonton right of way.

In accordance with the Corporate Tree Management Policy C456A, approval is required for any public trees to be removed. If approvals are granted, the tree value must be paid by the applicant as compensation for the loss of canopy. The applicant will also be required to complete a community consultation process in accordance with the Live Tree Removal process. City of Edmonton Forestry will schedule and carry out any and all required tree work involved with public tree removal.

## **Utilities**

Development allowed under the proposed zone would be required to include on-site stormwater management techniques utilizing a controlled outflow rate to mitigate its impact on the existing drainage infrastructure. Details of the required stormwater management will be reviewed at the development permit stage.

The applicant will be responsible for all costs associated with providing required water supply including any changes to the existing water infrastructure required by the proposed zoning.

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